

CATALOGUES RECEIVED.

Which will be sent free to any subscriber of the RECORD on application to the Editor.

Joshua Hendry Machine Works, Mining Machinery of all kinds.
 The Giant Powder Company, Explosives.
 Shelton & Co., Vancouver B. C., Furniture.
 Merrill's Hydraulic Quartz Mills.
 The Pelton Water Wheel.
 Goodyear Rubber Co., Rubber Goods.
 Union Iron Works, Machinery.
 The McGlew Ore Concentrator Co., Concentrators.
 The Babcock & Wilson Co., Water Tube Steam Boilers.
 The Goubert Manufacturing Co., Water Heaters, &c.
 Gates Iron Works, Rock and Ore Breakers, &c.
 Fraser & Chalmers, General Milling Machinery.
 The Metallic Roofing Co., Steel Shingles.
 H. W. Petrie, Machinist and dealer in Machinery.
 James H. Lancaster, Dredging and other Mining Machinery.
 Northey Manufacturing Co., Ltd., Pumping Machinery.
 Girard Water-wheel Co., Water-wheels.
 M. C. Bullock Manufacturing Co., Diamond Drills, &c.
 H. W. Caldwell & Son Co., Elevating Machinery, &c.
 Edward P. Allis Company, Mining and Milling Machinery.
 J. J. Norman Company, Gas and Gasoline Engines.
 Sullivan Machinery Co., Diamond Prospecting Drills.
 Electrical Engineering Co., Dynamos and Motors, &c.
 Canada Paint Co., Paints, &c.
 William Hoskins & Co., Hydro-Carbon Blow-pipes, &c.
 Gutta Percha and Rubber Manuf'g Co., Rubber Goods.
 The Dominion Wire Rope Co., Wire Rope.
 Dodge Wood Split Pulley Co., Pulleys.
 Selby Smelting and Lead Co., Refiners of Bullion, &c.
 The Goulds Manufacturing Co., Hydraulic Machinery.
 Marvin Electric Drill Co., Electric Drills, &c.
 Western Plating and Manuf'g Co., Amalgam Plates, &c.
 D'Este & Seeley Co., Engineering Specialties.
 Robert Aitchison Perforated Metal Co., Perforated Metals.
 Jos. Dixon Crucible Co., Graphite Lubricators, Crucibles.
 The Connersville Blower Co., Blowers, &c.
 Henry R. Worthington, Hydraulic Machinery, &c.
 The Jeffrey Manufacturing Co., Chain Belting, Mining Locomotives, &c.
 The Philadelphia Engineering Works, Ltd., Engines, Air Pumps, &c.
 James Leffel & Co., Water-wheels, &c.
 Wm. Jessop & Sons, Special Steel.
 James McBeth & Co., Electric Blasting Apparatus.
 R. D. Wood & Co., Special Gas Machinery.
 The Risdon Iron Works, Mining Machinery, &c.
 The National Ore and Reduction Co., Prospector's Furnaces.
 A. Wickoff & Son., Steam Pipe Casing.
 Eimer & Amend, Assayer's Appliances.
 The Card Electric Motor and Dynamo Co., Electric Power.
 The Norwalk Iron Works Co., Compressors, &c.
 The Taylor Iron & Steel Co., Manganese Steel.
 Wm. Ainsworth, Assayer's Outfits.
 The Roessler & Hasslacher Chemical Co., Chemicals.
 The Ludlow-Saylor Wire Co., Screens, Nails, Fencing, &c.
 The Stilwell-Bierce & Smith-Vaile Co., Water Heating and Purifying Machinery, Boilers, &c.
 The A. Leshen & Sons Rope Co., Special Fattened Strand Power Rope.
 The Lafin & Rand Powder Co., Finest Modern Sporting Powders, Loaded Shells, &c.
 The Canadian Rand Drill Co., Drills, Compressors, Special Oils, &c.
 Wm. Ainsworth, Fine Balances and Assayers' Appliances.
 Fried. Krupp, Iron and Steel Works, Mining Machinery, &c.

Railway and Steamboat News.

The Kaslo and Slocan railway is building a spur track to the Iron Hand Mine, owned by the Hall Mines, Limited, of Nelson, for the greater convenience of shipping ore from that property.

C. E. Perry, the Canadian Pacific engineer, is of opinion that the Canadian Pacific Railway Company contemplate building the connecting link between the Columbia & Kootenay and Nakusp & Slocan branch lines this summer.

Very little ore has come over the Kaslo & Slocan Railway during the past week, but the passenger traffic continues satisfactory. The Slocan Star shipped 120,000 pounds to Great Falls, Montana, and the Lucky Boy

has sent 32,000 pounds to the same point, while 35,000 have gone from the Antoine to Everett, Washington.

The telegraph line of the Red Mountain Railroad will be constructed into Rossland at once. Austin Corbin, general manager of the Spokane & Northern and Red Mountain Railroads, says he will have it in operation inside of 10 days.

Work on the Columbia River & Kootenay Railway is progressing as favorably as could be expected, the rain for the past week having retarded the tracklaying. Three miles of the line has been accepted by the superintendent and four or five miles more are ready to be turned over. The completion of the bridge on which they are now at work, near the Deadwood Mine, will be the last heavy bridge work before Rossland is reached, and with no bad luck the track will be into Rossland in a few days.

Travel is on the increase on the S. & O. branch, and a number of immigrants from the Northwest have recently reached this city with reports of more home-seekers on the road.

The Rossland *Miner* predicts that the Canadian Pacific will reconsider its plan of coming into Rossland over Mr. Heinze's narrow gauge. The narrow gauge is all right so far as it goes, but the *Miner* believes it will hardly answer the needs of the Canadian Pacific so far as Rossland is concerned.

Superintendent Gutelius of the tramway company stated recently that the road will soon be ready to handle freight and passengers between Rossland and Trail. That a train will leave Rossland and Trail each morning and return in the evening connecting with the daily boat between Trail and Northport. The fare one way has been fixed at \$1. No round trip rates have yet been made. Neither have the freight rates been fixed. A temporary depot will be built in Rossland.

The C. & K. Navigation Co.'s new freight steamer Trail has been launched at Nakusp. She is 162 feet long, with 30 feet beam, and is capable of carrying 250 tons. This will enable the company to handle all the freight which will be required, and put an end to the blocks which formerly hampered merchants and importers.

Capt. Troup states that he expects to arrange for a daily boat to Northport as soon as the steamer City of Trail is completed. At present the Lytton makes daily trips to Northport, but so long as there is so much business there is no certainty as to the trips being made with any regularity. The new time card will be widely advertised and will direct all travel through Trail, instead of the long and muddy ride from Northport to Rossland by stage.

There have been reserved for the purposes of the Columbia & Western Railway land grant the following tracts of land in Kootenay and Yale districts: "Commencing at the north-east corner of township Eight A (8A), Kootenay district, which is also the northeast corner of block 12, granted to the Nelson & Fort Sheppard Railway Company by Crown grant dated 8th March, 1895; thence due north 22 miles; thence due west 28 miles; thence due south 6 miles; thence due east 10 miles; thence due south 16 miles; thence due east 18 miles, more or less, to the place of beginning; also that portion of land described as commencing at the said northeast corner of block 12; thence due east 16 miles; thence due south to the international boundary; thence west along said boundary 16 miles; thence north to the place of beginning."